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Daily Press.

ESTABLISHED 1857.

No. 14,672 號二十七百陸千四萬一第一 日三十月三年壹十三緒光 HONGKONG, MONDAY, APRIL 17TH, 1905. 一拜禮 號七十四年五零九千一英港香 PEICE, \$3 PER MONTH.

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[a1365]

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Hongkong, 1st March, 1905. [a2866]

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Hongkong, 9th March, 1905. [a660]

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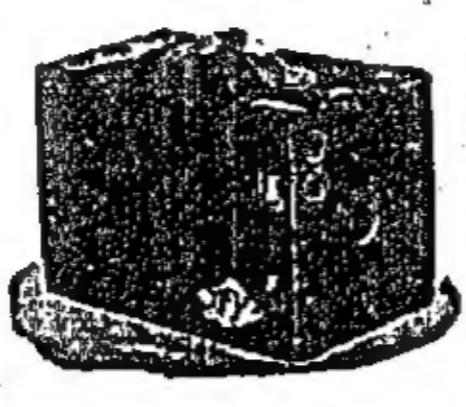
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[a241]

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(Same Premises as Messrs. Ah Chee). [a39]

ALARMING INCREASE
IN BALDNESS!!!

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair, Premature Graying, &c., &c.

A REMEDY OFFERED.
which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

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Hongkong, 1st April, 1905. [a37]

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Lee's Laws of Shipping and Insurance... 12.00	HAIG & HAIG, LTD., DISTILLERS SINCE 1679.
Beaton's Cookery Book... 2.70	3 Star, SPECIAL—The finest of all "Peat" WHISKIES at ... \$18.00
	5 Star LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
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EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

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Hongkong, 11th April, 1905. [a66]

KELLY & WALSH, LTD.

INTERCEPTED LETTERS, A MILD SATIRE ON HONGKONG SOCIETY, BY "BETTY"	WHERE IS THE BALTIC FLEET?
OLD GORGON GRAHAM, by G. H. Lorimer	ATLAS OF CHINA AND JAPAN MAPS OF SOUTH CHINA, CHINA SEA, MALAY ARCHIPELAGO, TONKIN, E. INDIAN ARCHIPELAGO, &c. \$1.00
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[a24]

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[a6]

JAPAN COALS.

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All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Telegraphic Address: PRESS, Codes: A.B.C. G.H.E. Ed. Lambert's P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 17TH, 1905.

There can be little question that the complaints which were made from time to time by the Russian Government of breach of neutrality on the part of the Chinese were nothing more nor less than a portion of the programme which it had laid out for itself in connection with the war. It would suit Russia admirably to have a grievance against China which might be made a pretext for some further annexation of Chinese territory when the war came to an end. Even if things went against her, she might still hope to get hold of something to which Japan, in coming to terms, might not object, and which would prove some sort of solatium for her losses in other respects. The position, however, has been very well seized by the other foreign nations who are certain either directly or indirectly to have something to say in the final settlement. It is highly significant that Germany and France have declared themselves in favour of sustaining the integrity of China. That this has been the policy of Great Britain and America for many years past is well known, and so far as Japan is concerned it has been the chief thing she has striven for from the beginning. The fact, however, that France and Germany are now avowedly in favour of this policy may be taken to indicate very clearly that the ideas of acquiring territory in China have been abandoned by both those nations; and that they are prepared to co-operate with England and the United States in the policy which of late years has been identified with the latter, and will support Japan in such measures as may be necessary for carrying it out.

Mr. L. A. Ross's name has been added to the list of authorized architects.

At Hongkong, restrictions against arrivals from Shanghai have been withdrawn.

Good Friday and Easter Monday will be observed as public holidays at Hongkong.

Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body vice Hon. Dr. J. M. Atkinson, resigned.

The heats in the Hongkong Schools' sports were run off at Happy Valley on Saturday. The finals will be concluded to-day. The official details were published on Saturday.

While stepping off a tramcar in motion near the Sailor's Home on Saturday a sailor had a nasty fall. He fractured two bones in his leg, and had to be taken to the Government Civil Hospital.

Pressure is highest in E. Japan.

Gradients moderate over S. China, and moderate to fresh S. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh S. winds; squally, fair.

It is not difficult to see how this change of view has been brought about. So long as it seemed likely that any one foreign nation would establish itself over a substantial part of China, the others were naturally disposed, if possible, to follow suit both upon strategic and commercial considerations. What seemed to be accepted among diplomats was that in due time there would be a general attempt at packing up what could be got from the remains of China. This game of Snap Dragon appeared good enough for a time, but events have shown that it may prove one that is a little too hot to be agreeable. Enterprising nations have had an object lesson in the war which may well make them pause in anything that may lead to accepting the responsibilities of territorial possessions in China; and at present there is a concurrence of opinion that it is a wiser policy for foreign nations to leave China alone. Thus, in an unexpected manner there has been a recurrence in reality to what was the accepted policy in theory, at all events among Diplomats, ever since the Treaty of Tientsin. The weakness of China was so apparent that any improvement from within seemed hopeless, and it was at one time thought that the best thing that could happen would be that she should come in some way under European rule, either by being partitioned or by falling under the sway of some nation who could govern her properly. The only nation who might have accepted such a responsibility was Great Britain, but, apart from the opposition which other nations might be disposed to offer, Great Britain has never been anxious for territorial dominion in China, though such design has been freely attributed to her. Sir Frederick Bruce, the first Minister at Peking after the Tientsin Treaty, and Sir Rutherford Alcock and Sir Thomas Wade who followed him, were all notoriously averse to anything which might tend to territorial responsibility in China, and the policy thus established by them has been maintained, and has of late been adhered to with more reason than there was for it originally, inasmuch as matters in the Far East have become far more complicated, and the responsibilities of assuming any jurisdiction have become proportionately greater. During all this time a factor which had been but little considered came into existence in the form of Japan, and in face of this rising Power in the Far East the undesirability of European interference by way of territorial acquisitions is more manifest. It has become apparent that the objects which it is desired to obtain—first facilities for trade, and next, something like political stability, might be arrived at in a more desirable way than by territorial acquisition; while, on the other hand it is not to be denied that the presence in the East of a nation like Japan, opposed to the partition of a neighbouring country as likely to be a menace to herself, had been recognised as an element adding in no small degree to the responsibilities attaching to anything in the form of territorial annexation in China. If Japan continued, (as she at one time seemed to be) desirous of herself acquiring possessions in China, the situation would be more complicated; but she has fully recognised the desirability of maintaining China's integrity, and there is no reason to apprehend that she will depart from that policy. At the same time she is using her position, and apparently with success, in bringing China to a more liberal policy as regards foreign nations—and the influence which she will now be able to exert in this direction, will, it is reasonable to hope, be productive of better results than could be hoped for by any other means. At the present time we find not only England and America (whose policy has always been identical in this respect) but also France and Germany in favour of preserving China from aggression; and there is also this very important feature in the present.

The s.s. *Silk* arrived from North China yesterday with two thousand coolies for the Rand on board.

A Chinaman yesterday made a fruitless attempt to commit suicide by jumping overboard from a Yemati ferry boat.

Thick fog banks have been experienced off the port during the last few days. Yesterday a pilot launch was hailed by several fishing boats more or less short of provisions. They wanted compass bearings.

A Hongkong millinery establishment has just made a ship that will no more help its own business than it helps the printing business. A circular announcing the latest summer fashions, "received by the last French mail," has been issued, with the date obliterated. By holding the paper up to the light, the terrible discovery is made that the circular was printed in July last year.

The following programme of music will be performed by the band of the 83rd Burma Infantry on the New Parade Ground from 5 to 6.30 p.m., this afternoon:—

March "The Ubrian's Call" Eilenberg
Overture "Tancrèdi" Rossini
Selection "The Torador" Monckton
Dance "Japanese" Thomas
Selection "A Chinese Honey moon" Talbot
Dance "Enchantée" Berger

The Master of an Indian Shop in Queen's Road will be called upon to answer a charge of assault at the Police Court, perhaps to-day. A hawker in his employ, after a very uneventful day's travelling returned to the shop without having effected any sales. The irate master, after accusing his employee of laziness, set upon him with a bottle, inflicting a wound on the scalp and partially severing one of his fingers. He was taken to hospital, where the injured finger was amputated.

A little diversion was caused near the Central Market the other evening when an elderly Chinese woman, carrying a basket of cabbages, came into contact with an electric tram car. Needless to say the poor old soul was soon sprawling in the mud, surrounded by her vegetables, a considerable portion of which apparently took unto themselves wings and speedily disappeared. However, thanks to the prompt action of the motor man in stopping the car practically dead, the woman was more frightened than hurt; and judging from her caustic comments the onlookers were led to believe that her bed of cabbages was far from being a bed of roses! [Contributed.]

VOLUNTEER INSPECTION.

His Excellency Major-General Villiers Hatton, the General Officer Commanding, inspected the Volunteers (Troop, Engineers and Artillery) at Causeway Bay on Saturday afternoon, and expressed himself as well pleased with the turnout. He informed the Volunteers that they were the backbone of the Colony, and the only thing he could complain of was that there were not more of them. After inspection there was a march past, the Troop leading, followed by the Artillery with maxims, and lastly the Engineers. About a hundred and fifty Volunteers turned out.

FAREWELL TO MR. NEWMAN MUMFORD.

A smoking concert was held at the Institution of Engineers and Shipbuilders of Hong Kong on Saturday evening, in honour of Mr. Newman Mumford the President of the Institution. Mr. Mumford, who is Lloyd's Surveyor, is ordered to Constantinople. About two hundred were present at the concert.

During the evening Mr. H. T. Richardson presented an illuminated address to Mr. Mumford, on behalf of the Engineers and Ship-builders of the Colony. In doing so he said that they were very sorry Mr. Mumford was leaving. He had been a very valuable person in connection with the Institution, and endeared himself to all with whom he came in contact during the last nine years.

Mr. Mumford thanked them. He spoke of past presidents, and of the carrying on of the Institution since its formation in 1891. The Institution had had its ups and downs, coming through all right till now, when it was in a good position. He hoped the new committee would give as good a record as others had done.

Mr. A. Bain, one of the founders of the Institution, also made some remarks.

Those who contributed to the programme were Messrs. J. Inskay, W. J. Terrell, W. J. Russell, Balcock, L. A. da Graca, A. E. Paine, Walstow, G. H. Edwards, Cotter, and Brand. Messrs. Braud and Brown acted as accompanists.

Votes of thanks, in conclusion, were given to those who had organized the "smoker," Mr. McLoachan, Mr. Craig, and the Manager (Mr. Lennox), and to Mr. H. T. Richardson for presiding.

MR. MUMFORD'S SUCCESSOR—MR. J. LAMBERT.

Mr. J. Lambert, superintendent engineer of the Hongkong and Whampoa Dock Company, is Mr. Newman Mumford's successor as Lloyd's Surveyor at Hongkong. A presentation of a handsome silver salver was made to Mr. Lambert at the Kowloon docks, by Mr. T. Neave, acting on behalf of the staff of the Dock Company.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.55 a.m. The barometer has risen in E. Japan, and fallen quickly over N. China.

A depression coming from the continent is moving into the Yellow Sea to the North of Shantung.

Pressure is highest in E. Japan.

Gradients moderate over S. China, and moderate to fresh S. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh S. winds; squally, fair.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE ENGLISH CUP TIE.

ASTON VILLA THE WINNING TEAM

LONDON, 15th April.

Aston Villa defeated Newcastle today, in the final tie for the Association Cup. Score:

Aston Villa, two; Newcastle, nil.

[REUTTER'S SERVICE]

GREAT BRITAIN AND FRANCE.

LONDON, 13th April.

In connection with the visit of the French fleet, the London Corporation will entertain the officers at the Guildhall on the 10th August; arrangements are also being made for the sailors to march through the City. The British Atlantic squadron will visit Brest early in July.

MR. CHAMBERLAIN'S FISCAL REFORM.

LONDON, 14th April.

At a meeting of the tariff reform Members of the House of Commons at which Mr. Chamberlain presided, a deputation was appointed, headed by Mr. Chamberlain, to wait upon Mr. Balfour with a view of arranging a modus vivendi. It is understood that the Chamberlains have decided to confine the present fiscal policy to the programme of Mr. Balfour. The Duke of Devonshire's supporters are regarded as irreconcilable.

THE WAR.

["DAILY PRESS" SERVICE]

JAPAN'S PREPARATIONS AT THE PESCADORES.

KOREA, 14th April.

An Imperial Ordinance has been issued declaring the district within the limits of the naval station of Bako in the Pescadores and the adjoining waters to be within the war area, and placing it under Siege Law.

[REUTTER'S SERVICE]

THE UNRESISTING TELEGRAPHHS.

LONDON, 14th April.

General Linevitch reports that Russian cavalry have raided the railway near Kai-yuan and demolished the telegraphs.

Marshal Oyama reports that the Russians are gradually retiring along the Kiriu road; positions otherwise unchanged.

THE BALTIC FLEET.

[REUTTER'S SERVICE]

THE BALTIC FLEET.

LONDON, 13th April.

As the cruiser *Sutlej* passed the Baltic Fleet 550 miles N. E. of Singapore, the Dutch report of fighting at the Amambas is dismissed.

THE BALTIC FLEET.

"LINCOLNSHIRE'S" NARROW ESCAPE.

The s.s. *Lincolnsire* arrived from Rangoon yesterday with a cargo of rice destined for Japan. To a *Daily Press* reporter, Captain Alfred G. Clark thus related the circumstances of a very narrow escape from the Baltic Fleet.—At four o'clock on the morning of the 9th instant, in Latitude 22° North, Longitude 104°45' East, we sighted twenty-two steamers mast-head lights. That was enough for me. My cargo was rice for Japan, so I thought I had better keep out of the way. I altered our course to the westward, so as to allow the Russian Fleet to pass east. At daylight the Fleet was out of sight to the eastward, but I could see their column of smoke rising above the horizon.

Next morning (on the 10th instant) at five o'clock, having gone on a parallel course, we again sighted about thirty mast head lights of the Fleet, and again I kept away, for, as you can imagine, I did not want to see more of the Russians than I could help. My position then was Latitude 5.3 North, Longitude 106.20 East.

THE "POONA'S" STORY.

The P. & O. s.s. *Poona* was in Singapore when the forty-two ships of the Baltic Fleet passed through the Straits of Malacca on Saturday the 8th instant. The *Poona* left for Hongkong on the following day (Sunday).

At about two o'clock in the first watch (5 a.m.), daybreak, on the 11th instant (Tuesday), the Chief Officer and Fourth Officer being on watch, three vessels were sighted low down on the horizon. Two hours later it was discovered that they were the rearguard of the Baltic Fleet.

The *Poona* continued to gain on the Fleet, and shortly after eight o'clock the greater part of it was well in sight, the position then being a little to the eastward of the Amambas.

The British warships *Iphigenia* and *Sutlej* then passed right through the Fleet, steaming westward.

The Russian cruiser *Almas* then altered her course and signalled the *Poona* to stop, asked her name, cargo and destination. Being satisfied, the *Almas* then signalled "Pleasant voyage," and the *Poona* replied "Thanks." *Sutlej* is also recorded.

From noon observations the *Poona* was found to be in 8.30 North Latitude, 109.50 East Longitude, the Baltic Fleet then being about four miles distant. When first sighted in the morning the Fleet appeared to be in no sort of order, but this later was found not to be the case. From the vanguard to the rearguard cruisers of the Fleet was a distance of about ten miles. Three cruiser scouts were ahead, and three in the rear. The formation was excellent. The ships were drawn in long lines with two lines of colliers, transports, training ships and hospital ships in the centre. There were upwards of twenty nonfighting vessels altogether, all heavily laden. The battleships were on the outside right and four torpedo boats on the inside; five Volunteer Squadron boats and the cruiser *Oleg* on the outside left, and torpedo boats inside. The rearguard cruisers were the *Alma*, *Dimitri Donko* and *Avara*, and those ahead, the *Kaiserin Maria Theresa*, *Sciedland* and *Mackay*. The flagship appeared to be the battleship *Kanaris Suvarov*. The cruisers during their scouting manoeuvres showed that they were very fast vessels. The ex-Hamburg Amerika Linie ships are twenty-three knot vessels.

The fleet seemed in exceptionally good trim, and was steaming easily at 9½ knots, and the sounding vessels going at least fifteen knots an hour. The hulls of the various ships were not so foul as reported, as the ships rose and fell in the sea the red paint showed up brightly. As far as could be discerned by the officers of the *Poona* the fleet was comprised as follows: Seven battleships, eight regular cruisers, three other cruisers being converted Hamburg Amerika liners, eight destroyers, three hospital ships, colliers, transports and training ships, in all forty-three vessels.

The *Poona* kept in company with the Fleet all day, the course being about N.E., steering for Hongkong. Before sunset the Fleet altered its course a little north, apparently making for the Parcels. At nightfall all the regulation lights were displayed by the various vessels, but at nine o'clock they suddenly disappeared.

"BALTICER" NOTES.

The Singapore Free Press says:—It has been no great secret in Singapore for some time past that there have been large shipments of biscuits, boots, and miscellaneous stores for Saigon. The *Tangier* and the *Dagmar* have both left with cargoes containing provisions that might be used by the fleet, and it is reported that over two thousand tons of biscuits have gone. It is not believed that these provisions will be taken into Saigon, but that they will be transhipped into another steamer outside, which will await

HONGKONG JOTTINGS

It is proverbial that "The Weather" is a more frequent topic of remark in general conversation than anything else under the sun. There is usually nothing very interesting in such remarks, but it is worthy of record that there is a consensus of opinion among the "old hands" that there never has been such weather in this part of the world as we have had this season. We have had abundance of rain when experience has taught us to expect but little, and we have had more fog than anybody can remember. On the mainland in the neighbourhood of the Colony, the crops, cereals as well as fruit, are very backward, and we have little to be thankful for save perhaps that we could still up to the end of last week at least work without feeling uncomfortably warm in tweed suits.

When the Botanical and Afforestation Department some months ago commenced the sacrificial work of denuding the slopes of the island, a feeling of intense indignation was aroused, particularly in the breasts of the older residents. That indignation was mirrored in the leader column of the *Daily Press*; the Government was interrogated on the subject at one of the meetings of the Legislative Council, and an official answer was given as unconvincing as it was unsatisfactory. H.E. the Governor appears to have been among the number not convinced, as many will doubtless have noticed by the Report of the Superintendent of the Botanical and Afforestation Department. For the benefit of those who have overlooked the paragraph I reproduce it:

The question of what is the best rotation for *Ficus mimusoides* in Hongkong is, however, still open to dispute; experts differ on the point and H.E. the Governor has decided that no more felling shall take place until the results of this year's operations have been calculated and the whole question put before an independent authority.

That is very satisfactory: the pity is that so large an area should have been cleared for the purposes of the experiment.

The military authorities are providing themselves with an aerial railway, for the purpose of carrying stores from the sea front to the magazines in the neighbourhood of Bowen Road. This will make the third or fourth railway of the kind on the island. That of Messrs. Butterfield and Swire at Quarry Bay which takes the European staff of the refinery to their summer quarters on Mount Parker is the longest, the new Military railway will rank next, and then comes the one belonging to the priests at Pokfulam, which I believe has been or is about to be duplicated in that part of the island.

I noticed in one of the papers this week the hope expressed that some Norwegian seamen who had been sentenced by the Marine Magistrate to terms of imprisonment for desertion would not on the expiration of the sentence become a charge on the community. Perhaps it is not generally known that before the Magistrate can try men from a foreign ship he has to receive a request to do so from the men's Consul, and at the same time a guarantee that the man shall not become a charge on the community. The man in question were put on ships in the harbour as their sentences expired.

CHINA BORNEO COMPANY LIMITED.

ANNUAL MEETING.

The second ordinary annual general meeting of the China Borneo Company, Limited, was held at the offices of the Company on Saturday. Mr. A. G. Wood (Chairman) presided and there were also present Sir C. P. Clater, C.M.G.; Mr. E. Osborne (Consulting Committee), Mr. J. Wheeley (General Manager), and Messrs. W. Parlance, J. W. C. Bonnar, T. Arnold, W. H. Wickham, L. Ozorio, O. Baptista and A. H. M. da Silva.

The CHAIRMAN—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Bonner on October 31st last did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the output of timber smaller, and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over \$70,000 have been spent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year, we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$61,723.45) available for appropriation be dealt with as follows—to pay a dividend of \$1.00 per share, absorbing \$46,000; to write off launcheons and lighters, \$10,000; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$61,723.45, and we hope you will approve this.

The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There were no questions. The CHAIRMAN moved that the report and accounts as presented be adopted. Mr. T. ARNOLD seconded, and it was carried.

Mr. W. PARLANCE proposed the re-election of Mr. A. G. Wood on the Consulting Committee. Mr. J. W. C. BONNAR seconded, and it was carried.

Mr. W. H. WICKHAM proposed the re-election of Mr. W. Hutton Potts as auditor. Mr. T. ARNOLD seconded, and it was carried.

The CHAIRMAN—That is all the business gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday, and can be had on application at the Company's office.

THE CURRENCY CHANGE IN BRITISH NORTH BORNEO.

Our Sanakan correspondent on the 15th ult. wired us that the Government of British North Borneo intended to adopt the Straits Currency. The following Proclamation dated 1st April has since appeared in the *Gazette*:

"Whereas it is the intention of the Government to adopt the dollar of the Straits Settlements as the currency of this State, and to demonetise all other dollars whatsoever, it is hereby enacted as follows—

"1. This Proclamation may be cited as 'The Importation of Coins Prohibition Proclamation of 1905.'

"2. From and after 15th April, 1905, the importation into the Territory of any silver dollar other than the current dollar of the Straits Settlements is hereby prohibited."

"3. (1) If any person shall import or attempt to import any dollars other than the current dollar of the Straits Settlements, to the amount in nominal value of twenty-five dollars, or upwards, he shall be liable on summary conviction to a fine not exceeding five hundred dollars, and if the amount in nominal value is one hundred dollars or upwards, he shall be liable to imprisonment of either description for any term not exceeding six months either in addition to or in lieu of such fine.

(II) Any dollars other than the current dollar of the Straits Settlements, imported or attempted to be imported in contravention to this Proclamation to the nominal value of twenty-five dollars or upwards shall be forfeited, and the forfeiture may be adjudicated by a Magistrate.

(III) The provisions of this section shall not apply to dollars or cents imported for transhipment under a license in writing from the Governor.

"4. If any Magistrate or Justice of the Peace is satisfied by sworn statement in writing that there is good reason to believe that any silver dollars other than the current dollar of the Straits Settlements, which have been imported in contravention of this Proclamation, are likely to be found in any place to an amount exceeding in value the sum of fifty dollars, he may by warrant under his hand direct any person therein named to enter such place and search the same, and seize all such dollars there found, and detain the same pending adjudication.

"5. Any person found offending against any of the provisions of section three of this Proclamation may be arrested without warrant by any Police Officer.

"6. A Magistrate imposing any fine under this Proclamation may direct the same or any portion thereof to be paid to the informer or informers.

BANYAN.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer, carrying the German mails with dates from Berlin of the 28th March, left Colombo on the 15th inst., p.m., and may be expected here on Wednesday, the 26th inst.

The chartered steamer *Langeant*, from Hamburg, left Singapore for this port on the 14th inst., p.m., and may be expected here on the 21st inst.

The C. & M. str. *Rubi* left Manila on the 15th inst., at 10 a.m., and is due here to-day at 3 p.m.

RUSSIA'S NAVY.

The *Times of India* gives, as "From Within," the following interesting article—

If the value of a navy were calculated by the number and quality of its ships, the physique of its bluejackets, the smart appearance of its officers on shore, or, indeed, by the dash of bravery of its members in past times, that of Russia would take a high place amongst the navies of the world. But all these things, though doubtless excellent, are not enough to win the way to victory. There must be in a navy as well as in an army, what the Germans call "der Geist," "the spirit that gives life." I first had the honour of seeing the ships of the Russian navy at the time of the death of the Grand Duke Tsaritsyn, brother to the Emperor Alexander III. Two splendid frigates, perfect in symmetrical appearance, cleanliness, and apparently in the discipline of their crews, were anchored in the bay of Villa-France. It was their melancholy duty to convey back to Russia the remains of the heir to the throne. Since then I have had frequent opportunities of observing the Russian ships and their crews. I have seen them at St. Petersburg, Kronsstadt, Sevastopol, Kerch, Batum, Constantinople, Port Arthur, Nagasaki, and in the West Indies. The conditions governing their existence, whether under the sky of the tropics, or in the gloom of the north, were always the same.

Somnolent obtain their sailors by an "inscription maritime," which draws to a large extent on the fishing population. Others place boys for instruction upon training ships. The object of these methods is to profit of certain knowledge, either naturally or artificially, of ships and boats, of the sea, its tides, its aspects under various meteorological conditions, which comes only to those accustomed to the sight of the waves. In Russia no such custom exists.

A certain proportion of the recruits annually selected for service on attaining the age of twenty-one years, is told off to sea-service. The number taken for the navy in Russia has been some 7,000, cut a total which has varied from 240,000 to 310,000 in the last few years.

It may have been thought that Russia has been drawn largely upon the Finns, who are sailors of no mean order, to man her fleets. But Finland, by a charter granted to her by Alexander I, and renewed, indeed, by each of his successors, had until quite lately an autonomous army recruited entirely from home service.

Circumstances, that cannot be said to have increased the striking power of Russia have arisen to modify this autonomy. But the Finns will no more now than in the past be available to strengthen the navy. Many of the Russian naval officers are of this nationality. Amongst them may be numbered Admirals Kremser, Avelin, Folkesma and others.

Whether the Finnish upper classes will continue to furnish this useful quota to the State, remains to be proved.

The treatment meted out to their nation has not been exactly such as is likely to encourage loyalty and devotion to what is at least an alien throne.

As soon then, as Osip, or Alexi is drawn from the cast牢 in the Black Earth region, or the marshes of Poland, for the service of the Tsar, he may be designated for service afloat. That he has never seen a ship, or, in many cases either a mast or a sail, does not matter. It may happen on the Volga or Dnieper for some years. In any case he is at once told off to one of the twenty or thirty equipages, of which the Russian Fleet is composed. There is the equipage of the Imperial Guard at St. Petersburg, composed of good-natured giants with the right to wear the orange and black ribbon of the coveted Order of St. George. In the Baltic are ten others; the Black Sea numbers as many.

Vladivostok and Port Arthur each possess one equipage. An "equipage" lives in barracks on shore. Its members march in rhythmic tread to the dock-yard, or to divine service, on various occasions. In barracks their interior economy is conducted on the same lines as that of an infantry regiment, and they are similarly instructed in musketry and bayonet exercises.

During their visits to the dockyards they are familiarised with the rights of ships in construction, and large accumulations of naval stores. Officers attend in very small numbers only at these performances. When a ship is commissioned in Russia, she generally lies a long time alongside the dockyard before proceeding to sea. During that time the sailor no doubt becomes acquainted with her guns, ammunition-hoops, beams at sailing, &c. &c. The place of his mes, how to stow his kit, and the way from one place to another on his new home are matters with which he also becomes familiar.

Generally speaking, a Russian hates the sea as the devil does holy water. A steamboat service between St. Petersburg and Peterhof, excellent in every detail, had to be discontinued for want of support. A well-known Minister, who was despatched to accompany the Emperor to Copenhagen on his magnificent yacht, begged his Imperial master to allow him to make the journey overland. If you embark at Sevastopol for Yalta thirty miles off, half the passengers bombard you with fearful anticipations as to the possibility of shipwreck on the journey!

Nevertheless a certain number of gentlemen yearly elect to serve in the navy. As far as physique and education go, they are quite satisfactory. They are first sent to the Imperial Naval School, in the Vasili Island, on the quay opposite the statue of Krzestovetski. There they receive an excellent theoretical education.

But there are no boats for them to row or sail in, nor do they ever see a man-of-war, except those on the ships of the "Galereys," on the other side of the river Neva. Later on they pass to the fullrigged cruisers and sloops that form the naval cadets' training squadron.

Nothing in these ships in any way resembles the surroundings that the young officer will find on his transfer to a battleship. There is a training school for gunners, and a torpedo school at Kronsstadt, where is also the divers' school-hulk. Here the instruction afforded is of a practical nature.

It is usual in Russia to launch a ship in a less forward condition than that of those that take the water with us, and a crew is instantly told off to her. But it does not follow that the crew goes on board. In fact, it would be very much in the way of the carpenters, platers, riveters, and various other workmen. No, the crew, with Diana or Pallada inscribed in gold letters on its cap ribbons and impenetrable as to great coats, brass buttons, boots, &c., &c., continues to tramp about the streets of St. Petersburg, Kronsstadt or Sevastopol, living and learning with the other "equipages" in barracks. Then come the ships' trials. It is absolutely necessary that these should give the most favourable results. Consequently the trial is put off day after day, until the sea's surface without a ripple, and not a breath of wind blows. The coal is all hand picked, and special crews of stockers are told off who are intimately acquainted with the engines and boilers in all the iron buildings. And off starts the "Iri Svititeli,"

the Dreadnaught Apostolov, to witness the world with the account of her noble seafarers.

The pride of Russian naval officers must be cast in truly Panglossian mould! Once the ship is in commission she must, if she remains at home, lie idle for six months. It is not the fault of Russian sailors if their seas are closed by ice for a considerable portion of the year. But in the south the record is no better. Ville Fran-

che, Toulon, Algiers, are seldom without a Russian guest. I myself remember the old Minin for six weeks in the harbour of Port Royal. And after a three weeks' cruise in which, of course, several other harbours were visited, back she came again for another month's stay. It may be that coal is too costly, or orders from home imperative, but still it strikes the stranger that the Russian sailor is inordinately fond of life in port. When there, the amusements offered for his diversion are not always of a nature to promote his efficiency. In Sevastopol there is a splendid naval Club, with an excellent library, and every comfort. But only old retired admirals and ever seen there. At Kronsstadt half a million time is spent in the dreary old, Kotsina, at six knots an hour. At Sevastopol there is, or was until lately, a lawn tennis club, with several good courts, on the hill above the Nachimov Prospect, where air and exercise could be enjoyed. But, generally speaking, it is in less agreeable or healthful resorts that the time of the naval officer on shore is passed.

The whole conception of his profession by a Russian naval officer is intrinsically false. His idea is to preserve, not to risk, his ships. With this object in view he places stones on stone and ranges gun over gun in land fortresses surrounding his naval ports or dockyards. Under these his ships ride silently at anchor. I remember showing a series of articles of great value, that appeared in the "Times," to a Russian officer of distinction some years ago. My remark to him after their perusal was: "Well, after all, the soundest strategy in naval warfare is to bring your ships alongside those of the enemy." The admiral, who had occupied the post of Minister of Marine for a time, made a truly characteristic Russian reply: "Yes, that is if you have enough of them." If we consider the history of the Russian Navy we shall see that these vicious opinions have always prevailed. There have been victories at sea, it is true. Hangs, or Gangut, Hochland, Tschernome, Simope. Sometimes the admiral in charge was a Scotman. But this is a detail. Russia has had Nakimoff, Istanbuler, Kornilov, Lazarev. But their records have been, on a rule of land. They were heroes of shore combats, not sea-dogs, like Suffren, or Collingwood. The sailor should look on the sea as the mistress he loves, not as a fury to be feared. Success will never follow if we shut up ships in port in war, or teach sailors a soldier's trade in peace. Bravery no one will deny to the Russian officer or sailor. But he must alter his mode of living, his whole training in fact, if he wants to compete with the navies of to-day. He could not do better in this respect than take a leaf out of the book of his neighbour at Kiel. There, the science of naval art is understood, both in theory and in practice. Constant use keeps a weapon in good order. But no matter how fine the weapon of the blade, it will rust if left too long undrawn. Indeed, when the time comes to use it, it will be found impossible to detach it from the scabbard.

GERMAN AIM IN CHINA.

The German Foreign Office received from the German Minister in Peking, Baron Maximilian von Schwarzenstein, a telegram, dated March 6, with reference to the question whether he had intervened in the domestic affairs of China by demanding that the Chinese Government should submit the appointments of Governors of Shantung for his approval and by compelling the new Acting Governor, Yang Shih-chiang, to pay him a visit before proceeding to his post. The German minister telegraphed:—

"No objection was raised to me by the appointment of Yang or Hu. I have never laid claim to the right of ratifying appointments of Governors. Had a meeting with Yang. It was in accordance with the desire on both sides to establish personal relations (Fühlung). The statements reproduced by English journals from a Chinese source with regard to dispositions of German troops along the Shantung railway with regard to fresh demands which I am represented as having addressed to Yang with reference to the German interests are pure inventions."

The *North-China Gazette* publishes the foregoing dispatch by way of extracts of the telegram of the Peking Correspondent of The Times, and asserts in this connexion:— "There are proofs that attempts were made by means of this telegram to excite both in Japan and in America mistrust of Germany's intentions."

The German semi-official document on this occasion is somewhat belated says the Times, but it is, of course, possible that the German Government had only lately obtained its alleged "proofs" that the statements with regard to the action of Baron Maximilian von Schwarzenstein in China were true.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 6th Ed. Letter's.

P.O. Box, 33. Telephone No. 12.

PUBLIC COMPANIES

GEO. PENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on TUESDAY, the 25th day of April, 1905, at 12.30 o'clock in the afternoon, when the abridged resolution will be proposed.

RESOLVED.

"That the Capital of the Company be increased from \$150,000 to \$450,000 by the creation of 12,000 new Shares of \$25 each; that 6,000 of the said new Shares be offered to the parties who on the 25th day of April, 1905, shall be Members, in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) or on or before the 30th day of June, 1905 or (with interest thereon at the rate of \$12 per cent per annum from the 30th June, 1905, to the 15th August, 1905, or for such lesser period if the Directors so determine) or on or before the 15th August, 1905; and that the remaining 6,000 new shares be offered to such parties, at such time or times and upon such terms and conditions as the Directors shall think fit and determine."

The TRANSFER BOOKS and REGISTERS of Shares will be CLOSED on the 25th and 26th April, 1905.

By Order of the Board of Directors,

W. G. WINTERBURN,
General Manager.
Hongkong, 15th April, 1905. 1002

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

POONA.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignments of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., or a.s. Peninsular.

Optical Goods will be landed here unless instructions are given to the contrary before 1 p.m., the 15th inst.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 15th April, 1905. 1003

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. Wednesday, the 19th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 17th April, 1905. 1007

CLUB GERMANIA, HONGKONG.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE, TIN-MORROW (TUESDAY), the 18th April, 1905, at 5.30 P.M.

By Order,

G. FRIESLAND,
Hon. Secretary.
Hongkong, 13th April, 1904. 1002

HONGKONG CLUB.

NOTICE.

T HE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.
Hongkong, 12th April, 1905. 1007

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. 1001

HONGKONG JOCKEY CLUB.

NOTICE.

T HE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. 1002

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S AMBERITE and KYNOCK'S SPORTING CARTRIDGES 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1904. 1009

INTIMATIONS

WANTED.

TWO Gentlemen require BOARD and RESIDENCE in Private Family. Apply to—

P. S.
Care of Daily Press Office.
Hongkong, 27th March, 1905. 1012

WANTED.

A N EXPERT TYPEWRITER, Good Salary to Quick Worker.
JOHNSON, STOKES & MASTER.
Hongkong, 1st April, 1905. 1074

QUARTERS WANTED.

I N Family, for Young Gentleman arriving about April. Apply to—

ROX 530,
Care of Daily Press Office.
Hongkong, 12th April, 1905. 1067

OFFICE WANTED.

W ANTEI from July, FOUR ROOMS, suitable for Offices in Central District. Apply by letter to—

BOX 529,
Care of Daily Press Office.
Hongkong, 12th April, 1905. 1066

JUST LANDED FOR SALE.

A LARGE Consignment of MACAO POTATOES.
SAM WING CHEUNG,
19, Jubilee Street.
Hongkong, 15th April, 1905. 1098

TO LET

NO. 1 "FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES. Five Rooms each and Gardens. Moderate rentals. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD.
Alexandra Building.
Hongkong, 30th March, 1905. 1050

TO LET

NO. 1, DES VOUX VILLAS.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices. Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 13th April, 1905. 1090

TO LET

NO. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing the Pool Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRATA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 29th June, 1904. 1011

TO LET

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsui Tsoi, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Light and Bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ABRAZOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 10th January, 1905. 1020

TO LET

ROOM 13 (Top Floor) Beaconsfield Arcade, preferably as an Office. Apply to—

DR. MACLEOD,
No. 11 Beaconsfield Arcade.
Hongkong, 3rd April, 1905. 1083

TO LET

DESIREE FURNISHED HOUSE. Electric Light and Fans. Very convenient position, Fine View back and front, Cool. Very moderate rental. Apply to—

BOX 531,
Care of Daily Press Office.
Hongkong, 12th April, 1905. 1068

FOR SALE OR TO LET.

MARTINHO.—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station. Apply to—

J. S. VAN BUREN,
20, Des Vouex Road.
Hongkong, 13th April, 1905. 1080

TO LET

SUITABLE for Offices, TWO ROOMS in Prince's Building. Apply to—

LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905. 1077

TO LET

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.

For Further Particulars, apply to—

DAVID SASOON & CO., LTD.
Hongkong, 6th April, 1905. 907

TO LET.

DUNHEWEY 33, Robinson Road. Apply to—

HO U. MING,
81, Queen's Road Central.
Hongkong, 11th April, 1905. 953

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34A, 34B, 34C, Praya East. Apply to—

COMPRADORE'S DEPARTMENT,
Nippon Yuzen Kaisha.
Hongkong, 1st March, 1905. 1041

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing New Post Office and Hongkong Hotel. Apply to—

L.
HENRY HUMPHREYS,
Alexandra Building.
Hongkong, 9th March, 1905. 675

TO LET

BRAE-SIDE, 20, Macdonell Road, 16 ROOMED HOUSE with Garden, suitable for a Mess or a Boarding House. Apply to—

C. F. DE CAEVALHO,
Care of H. & S. Bank.
Hongkong, 30th March, 1905. 849

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. Moderate Rentals. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. 1089

TO LET UNFURNISHED.—From 1st May.

DESIRABLE RESIDENCE in Barker Road, The Peak, No. 134, containing 2 Reception and 4 good Bedrooms, excellent Bath Room and Servants' Quarters; present occupier leaving the Colony. Apply to—

E. C. R.
Care of Daily Press Office.
Hongkong, 13th April, 1905. 1081

TO LET.

HOUSE No. 19, Robinson Road, known as "SANS SOUCI" with Piece of Ground suitable for Tennis Court or Garden and Commanding a Full View of the Harbour. Immediate possession. Apply to—

E. V. DE SOUZA,
Care of Messrs. Barreto & Co.
Hongkong, 11th April, 1905. 1054

TO LET.

EYRIE. Unfurnished. Newly repaired. Painted and Colourwashed.

NO. 4, BELLIOS TERRACE, 1st Row.
No. 21, " 2nd Row.
No. 15, " 3rd Row.
No. 20, " 4th Row.

"WESTWARD HO" Bonham Road, Ground Floor.

No. 1, DES VOUX VILLAS.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2ND FLOOR in Central position, containing

Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices. Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 30th March, 1905.

CLUB NO. 1 WHISKY.

\$18.00 PER DOZ. BUT WORTH DOUBLE THIS MONEY.

THIS BRAND IS KNOWN BY ITS QUALITY.

AND A

GOLD TRIANGLE ON THE LABEL.

GREGOR & CO.,

WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

45-9A

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

M R S. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904.

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMENS & CO.

Hongkong, 1st January, 1904.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903.

£16,898,650.

I. AUTHORIZED CAPITAL..... £20,000,000

SUBSCRIBED CAPITAL..... 2,750,000.

PAID-UP CAPITAL..... 687,000 0 0

II. FIRE FUNDS..... 3,656,981 12 3

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.

Hongkong, 18th June, 1904.

[1889]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

[181]

TRANSATLANTIC FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 3rd April, 1905.

[1801]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., Agents.

Hongkong, 31st July, 1903.

[36]

ROBERT CRAWFORD'S
C. C. C. WHISKY,

Price 50 Per Dozen.

Sole Agent—

KWAN TYE,
110, Queen's Road Central.

Hongkong, 12th April, 1905.

[1969]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,
Manager.

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA or

prepared, during suspension of their

Trans-Pacific Service and until further notice

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE

as hitherto, by the steamers of the NORTHERN

PACIFIC CO. CO., BOSTON STEAMSHIP

AND TUGBOAT CO.'S, OCEAN S.S. CO.

and CHINA MUTUAL S.S. CO.

For Further Particulars apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with

THE LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept at hand.

The COMPANY has the powerful steamer

"OUEA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready a

Short Notice.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO. Lime Manufacturers.

All descriptions of GRANITE AND MARBLE FOR EXPORT.

Dealers in GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

HONGKONG, 17th January, 1905.

[1010]

SUN FAT CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR,

EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS.

NO. 32, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

Hongkong, 12th January, 1905

SHIPPING.

ARRIVALS.

BATTERSEA BRIDGE, British str., 2,972, Richard Chivers, 14th April.—Cardiff 29th Jan., Coal—Order.
 B. BISHOPSON, Norwegian str., 790; C. Olsen, 15th April.—Tamsui, Amoy and Swatow 14th April, General.—Osaka Shosen Kaisha.
 BOEKER, German str., 1,344, E. Muhle, 15th April.—Sandakan 10th April, General and Timber—Molchers & Co.
 EMPIRE, British str., 4,496, P. T. Holmes, 14th April.—Australia 22nd March, General.—Gibb, Livingston & Co.
 FLORIDA, Norwegian str., 2,235, H. P. Han son, 15th April.—Sasebo 10th April—Order.
 HALLOW, French str., 377, L. Anderson, 14th April.—Pekhoi and Heihou 13th April, General—A. R. Marti.
 HAMMON, British str., 4,366, Robson, 16th April.—Coast Ports 15th April, General—Douglas, Dohrik & Co.
 HOMMUTH, German str., 1,275, H. Hamer, 16th April.—Moji 9th April, Coal—Mitsui Bishi & Co.
 INDEANATO, British str., 3,370, Richard P. Craven, 15th April.—Nanha 12th April, General—Jardine, Matheson & Co.
 LINCOLNSHIRE, British str., 2,002, Alfred G. Clark, 16th April.—Rangoon 27th March, Elsen, Arnsdorf, Karsberg & Co.
 MATTHEW, German steamer, 678, Ch. Uderup, 16th April.—Haiphong 13th April, and Malacca 15th April, General—Johens & Co.
 NAMASO, British str., 2,501, G. Payne, 15th April.—Calcutta 1st April, General—Jardine, Matheson & Co.
 PAKLAT, German str., 1,918, Demas, 15th April.—Bangkok April, Rice and Wood—Butterfield & Swire.
 PIRANG, German str., 1,021, F. V. Mangold, 15th April.—Kohchin 9th April, Rice—Butterfield & Swire.
 POON, British str., 4,788, C. R. Longdon, 14th April.—London 5th March, General—P. & O. S. N. Co.
 RAMBLER, British surveying ship, 15th April, from a cruise.
 AT THE HARBOUR MASTER'S OFFICE.
 15th April.
 Kowloon, British str., for Nagasaki.
 Newton Hall, British str., for Shanghai.

CLEARANCES.

SHANGHAI, British str., 2,707, McKie, 14th April.—Cordis 8th Feb., Coal—Order.
 TAIWAN, British str., 16th April, from Canton.
 THIRACUM, British str., 4,622, J. H. Goodwin, 16th April.—Liverpool and Singapore 11th April, General—Butterfield & Swire.
 TOLOSAN, German str., 2,200, Rose, 14th April, Taingtau 8th April, Coal—Jeddes & Co.
 WOBANG, British str., 15th April, from Canton.

DEPARTURES.

15th April.
 CHITUNN, Chinese str., for Shanghai.
 EAST, British str., for Kobe.
 HIRI, Norwegian str., for Bangkok.
 HOWE HALL, British str., for Shanghai.
 HUE, French str., for Haiphong.
 JACK DIEDERICHSSEN, German str., for Hoichow, Spain—Norwegian str., for Kobe.
 VENUS, American str., for Manila.
 WOOSUNG, British str., for Shanghai.
 ZAYIZO, British str., for Manila.
 16th April.
 BAROTSE, British str., for Singapore.
 ENTRE, British str., for Moji.
 HAITIAN, French str., for Kwangchauwan.
 HAITIAN, British str., for Swatow.

SHIPPING REPORTS.

The British str. *Hainan* reports: Thick fog light wind and moderate sea.
 The British str. *Namhang* reports: Light variable winds and fine throughout.
 The British str. *Jadranic* reports: Very fine weather from Manila; then encountered dense fog.

The German str. *Borneo* reports: In the Sulu sea experienced moderate N.E. trade wind and fine weather. In the China sea from lat. 12 N. to 22 N. moderate S.W. wind; from thence to port very foggy weather.

The British str. *Empire* reports: After leaving Timor variable winds with smooth seas and fine weather was encountered till reaching the Philippines Islands; when moderate northerly breeze set in till the ship reached Manila on the 11th inst. Leaving Manila on the 12th inst. light northerly winds were met with and a smooth sea including fine weather across the China sea to Hongkong.

VESSELS IN DOCK.

15th April.
 ABERDEEN DOCKS.—Erne, Kirshan, Empress of India, Alexander, Ithaka, Konungs, Carl Diederichsen, H.M.S. Glory, Wosang, COSMOPOLITAN DOCK—Singra.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA,"

will be despatched for the above ports on or about MONDAY, the 17th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th April, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 13th April, 1905. [538]

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFFER,
HERBERTSHOEHE, MATUPI, NEIS,
BANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 2nd May, 1905, at NOON,
the Steamship "PRINZ WALDEMAR,"
Captain Woltemann, with Mails, Passengers and
Cargo, will leave this port as above.

The Steamer has splendid accommodation and
carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 8th April, 1905. [935]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	SIMLA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	CEYLON	Brit. str.	—	C. F. Lockton, R.N.R.	P. & O. S. N. Co.	About 20th inst.
BRUNELDER	BRUNELDER	Brit. str.	1 m.	McIntosh	GIBR, LIVINGSTON & CO.	About 25th inst.
KAIROW	KAIROW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 9th May.
JASON	JASON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd May.
DIONE	DIONE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
CALCMAN	CALCMAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
KINTUCK	KINTUCK	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
TONKIN	TONKIN	French str.	—	E. Prehn	MELCHERS & CO.	On 26th inst., at Noon.
P. E. FRIEDRICH	P. E. FRIEDRICH	Brit. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 26th inst.
SILESIA	SILESIA	Ger. str.	k. w.	Cantony	HAMBURG-AMERIKA LINIE	On 27th inst.
LAERTES	LAERTES	Ger. str.	k. w.	Jacob	HAMBURG-AMERIKA LINIE	On 30th inst.
DECALION	DECALION	Brit. str.	1 m.	Madsen	HAMBURG-AMERIKA LINIE	On 2nd May.
LOWTHER CASTLE	LOWTHER CASTLE	Brit. str.	—	Schoenfeld	HAMBURG-AMERIKA LINIE	On 10th May.
HUDSON	HUDSON	Brit. str.	—	Jaburg	HAMBURG-AMERIKA LINIE	On 30th May.
ATHOLL	ATHOLL	Brit. str.	k. v.	von Hoff	HAMBURG-AMERIKA LINIE	On 13th June.
NUBIA	NUBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 27th June.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	1 m.	Mistrorigo	SANDHE, WIELER & CO.	On 1st May.
TARTAR	TARTAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
TELEMACHUS	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
TREMONT	TREMONT	Am. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	About 19th inst.
NUMANTIA	NUMANTIA	Brit. str.	—		STANDARD OIL CO.	About 23rd inst.
TAIWAN	TAIWAN	Brit. str.	—	SHAWAN, TOMEY & CO.	SHAWAN, TOMEY & CO.	About 15th May.
YOKOHAMA	YOKOHAMA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 25th May.
VIA PORTS & SUEZ CANAL	YOKOHAMA	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 19th inst.
NEW YORK	NEW YORK	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 26th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		DODWELL & CO., LTD.	On 25th inst., at Daylight.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		MELCHERS & CO.	On 2nd May, at Noon.
YOKOHAMA	YOKOHAMA	Brit. str.	—		GIBR, LIVINGSTON & CO.	On 6th May, at Noon.
YOKOHAMA	YOKOHAMA	Brit. str.	—		P. & O. S. N. CO.	About 15th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	To-day, at 4 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	About 17th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		P. & O. S. N. CO.	About 21st inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		OAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		DODWELL & CO., LTD.	On 25th inst., at 2 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	On 21st inst., at 4 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—		DODWELL & CO., LTD.	On 24th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th inst.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA	YOKOHAMA	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th inst., at 3 P.M.
YOKOHAMA	YOKOHAMA	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	To-morrow, at 3 P.M.

PROPOSED SAILINGS FROM HONGKONG

TO PORTLAND, OREGON

FOR THE OREGON RAILROAD & NAVIGATION CO.

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"NUMANTIA" 4,370 Bruehner April 25th, 1905.

"ARABIA" 4,483 Bahl May 11th, 1905.

"ARAGONIA" 5,198 Schulte May 30th, 1905.

"NICOMEDIA" 4,370 Wagner June 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1905. [13]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

TONIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL	"DIOMEDE"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMEDE"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS" "NINGCHOW"	On 19th April. On 21st May.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[9-10]

Hongkong, 10th April, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, NINGPO and SHANGHAI	"TEAN" "TAIWAN"	On 18th April. On 18th April.
MANILA, ZAMBOANGA PORT, DARWIN, TURTLEDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN" "TAIYUAN"	On 22nd April.
ILOCO, CEBU, CHEFOO and TIENTSIN	"PROVIDENCE" "TAMING" "SUNGKIAH" "KANSU" "TSINAN"	On 24th April. On 24th April. On 25th April. On 25th April. On 25th April.
KOBE	"The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried."	
Australian Ports.	"Taking cargo on through bills of lading to all Yangtze and Northern China Ports."	
Reduced Saloon Fares, Single and Return, to MANILA AND AUSTRALIAN PORTS.	"Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports."	
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[11]

Hongkong, 17th April, 1905.

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN" C. OLSEN	WEDNESDAY, 10th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF INDIA" 6,000 TONS..... WEDNESDAY, 19th April.
R.M.S. "TARTAR" 4,425 TONS..... WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN" 6,000 TONS..... WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" 3,882 TONS..... WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA" 6,000 TONS..... WEDNESDAY, 31st May.
Hongkong to London, 1st Class, via St. Lawrence £260. via New York £222.
Intermediates on Steamers, 1st Class £120. 1st Class Rail £12.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Fetter Street.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
HONGKONG	"FOOSHING"	MONDAY, 17th April, 4 P.M.
HONGKONG	"HANGSANG"	Wednesday, 19th April, 4 P.M.
MANILA	"LOONGSAMG"	Friday, 21st April, 4 P.M.
TIENTSIN	"WOSANG"	Saturday, 22nd April, 4 P.M.
HONGKONG	"HINSANG"	Saturday, 22nd April, 4 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 25th April, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 15th April, 1905.

PROMISE, Norwegian str., 774, E. Thorstensen, 13th April.—Bangkok 5th April, Rice—Chinese.

SHANTUNG, British str., 1,740, Robinson, 4th April.—Hongay 1st April, Coal—Butterfield & Swire.

SIMIAMI, American steamer 1,655, J. Tremaine Smith, 10th April.—San Francisco 8th March, Mail & General.—P. M. S. Co.

SINGAPORE, German str., 1,754, P. Hermeling, 12th April.—Bangkok 3rd April, Rice—Mechard & Co.

WOOSUNG, British str., 1,108, Dayton, 9th April.—Shanghai 5th April, General—Butterfield & Swire.

TAIWAN, British str., 1,109, H. Harder, 13th April.—Shanghai and Swatow 12th April, General—Butterfield & Swire.

TARTAR, British str., 2,765, E. Beotham, R.N.R., 5th April.—Vancouver 7th March and Shanghai 2nd April, General—C. P. R. Co.

TEAN, British str., 1,346, A. Somerville, 14th April.—Manila 11th April, General—Butterfield & Swire.

TENPELD, German str., 670, H. Bothmann, 2nd April.—Hamburg 2nd Feb, General—Carlowitz & Co.

WONGKOK, German str., 1,115, W. Behr, 11th April.—Bangkok 4th April, Rice—Butterfield & Swire.

WOSANG, British steamer, 1,076, Malkin, 10th April.—Woosung 7th April, General—Jardine, Matheson & Co.

SAILING SHIPS.

A. G. ROVES, Amer. ship, 2,302, D. H. Rivers, 16th March.—Philadelphia 16th Oct., Case Oil—Standard Oil Co.

S. P. HITCHCOCK, Amer. ship, 2,086, E. V. Gates, 22nd March.—New York, Oil and Wax—Standard Oil Co.

WEST YORK, British barque, 720, W. L. Foster, 13th April.—Newcastle 15th Jan., Coal—Order.



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ON SALE.

BOUNTY VOLUMES of the HONGKONG WEEKLY PRESS, JULY TO DECEMBER 1904. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most
Gentle Medicine for
Infants, Children, Delicate Females, and the
Sickness of Pregnancy.

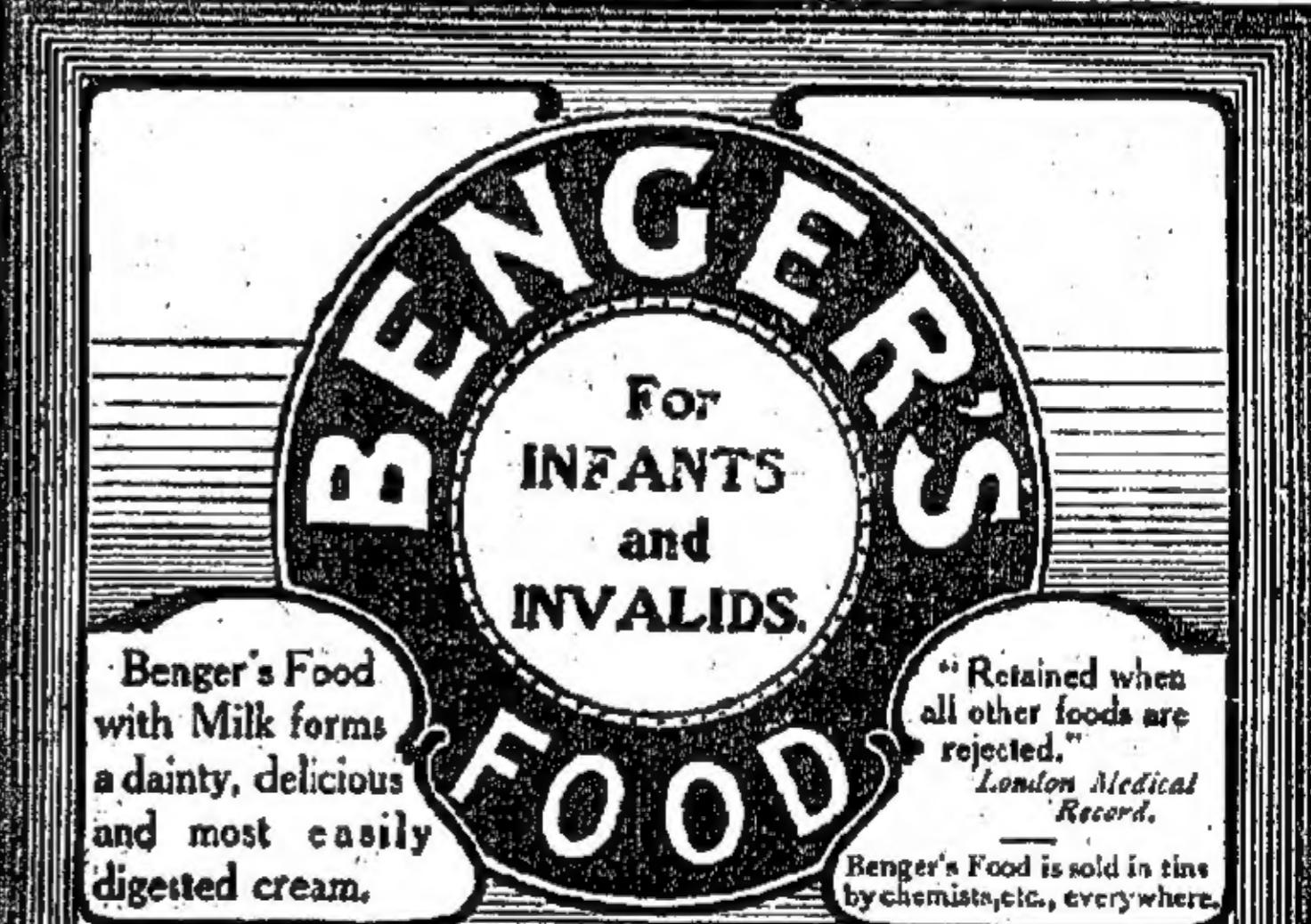
DINNEFORD'S
MAGNESIA

MAGNESIA

880

WALTHAM WATCHES

STEM WINDING, LEVER.
WALTHAM WATCHES EXPRESS THE HIGHEST STAGE OF THE WATCHMAKER'S ART.
TWELVE MILLION WALTHAM WATCHES NOW IN USE.
ALL GUARANTEED BY AMERICAN WALTHAM WATCH COMPANY, WALTHAM, MASS., U.S.A.



74-2

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout the whole world for its high quality and delicious natural flavor.

van Houten's Cocoa

Best & Goes Farthest.

628-3

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 2nd December, 1903.

L. LORENSEN, 6th April.—Surabaya etc. Lauban 21st March, Samarang 2nd April, Coal—Sander, Wieler & Co.

NEWTON HALL, British str., 2,675, A. C. Hosier, 14th April.—Cardiff 15th Feb., Coal—Jardine, Matheson & Co.

POULIX, Norwegian str., 779, C. Svendsen, 15th April.—Rangoon 8th April, Timber—Order.

POST OFFICE NOTICES.

The American mail ex P.M. steamer *Mongolia* has been transferred to M. M. steamer *Tonkin* which is expected to arrive here to-day.
The *A. D. Dunleavy*, with the French mail, of the 17th ult., left Singapore on Tuesday, the 11th inst., at 1 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 11th February.

MAILS for CANTON, SANHUI, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m.
Mails for NANTAO, SANHUI, KUNGMOON, KUMCHUK, SHANGHAI, YOKOHAMA, HONOLULU and SAN FRANCISCO will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Hai Phong		Monday, 17th, 9.00 A.M.
Macao		Monday, 11.15 P.M.
Shanghai		Monday, 17th, 3.00 P.M.
Kungmoon, Kumchuk, Shihking and Takking		Monday, 17th, 3.00 P.M.
Saigon		Tuesday, 18th, 10.00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the mail.)	Tuesday, 18th, 10.30 A.M.
EUROPE, &c., INDIA via Tuticorin	(Late Letters 11.00 to 11.30 A.M.)	Wednesday, 19th, 10.00 A.M.
Macao	Postage 10 cents)	Registration ... 9.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Letters ... 10.30 A.M.
Swatow, Amoy and Tamsui		Tue. day, 18th,
Macao		Printed Matter and Samples ... 10.00 A.M.
Singapore, Penang and Calcutta		Registration ... 10.00 A.M.
Manila		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Ningpo, and Shanghai		Letters ... 11.00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	(Supplementary mail on board up to the time fixed for departure of the mail.)	Tuesday, 18th, 1.00 P.M.
Macao	Postage 10 cents)	Tuesday, 18th, 1.15 P.M.
Singapore, Batavia, Samarang, Sonoraya and Macassar		Tuesday, 18th, 2.00 P.M.
Kungmoon, Kumchuk, Shihking and Takking		Tuesday, 18th, 3.00 P.M.
Amoy and Manila		Wednesday, 19th,
Macao		Printed Matter and Samples ... 10.00 A.M.
TO-MORROW.		Registration ... 10.00 A.M.
Extraordinary General Meeting of Club Germania, Club House, 5.30 p.m.		(Registration, with late fee of 10 cents, up to 10.30 A.M.)

COMMERCIAL.

CLOSING QUOTATIONS.

15th April

ON LONDON.—	Telegraphic Transfer	1/10 ⁴
	Bank Bills, on demand	1/10 ⁴
	Bank Bills, at 30 days' sight	1/10 ⁴
	Bank Bills, at 4 months' sight	1/10 ⁴
	Credit, at 4 months' sight	1/10 ⁴
	Documentary Bills, 4 months' sight/10 ⁴	
ON PARIS.—	Banks, on demand	23 ⁴
	Credit, at 4 months' sight	23 ⁴
ON GERMANY.—	On demand	191
	Credit, at 4 months' sight	191
ON NEW YORK.—	Bank Bills, on demand	153
	Credit, 60 days' sight	161
ON BOMBAY.—	Telegraphic Transfer	139 ⁵
	Bank, on demand	139 ⁵
ON CALCUTTA.—	Telegraphic Transfer	139 ⁵
	Bank, on demand	139 ⁵
ON SHANGHAI.—	Bank, on demand	72
	Private, 30 days' sight	72 ⁴
ON YOKOHAMA.—	On demand	514
ON MANILA.—	On demand—Pesos—\$1	10
ON SINGAPORE.—	On demand	61 ⁰ p.c. pm.
ON BATAVIA.—	On demand	11 ¹ ²
ON HONGKONG.—	On demand	14 ¹ ² p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	61 ¹
OVERSEAS BANK'S BUYING RATE	\$10.60	
GOLD LEAF, 100 fine per tael	\$55.80	
BAR SILVER, per oz.	26 ⁴	

OPium.

15th April.

Quotations are:— Allow 1 cent. to 1 cent.	
Malwa New ... \$1130 to — per picul.	
Malwa Old ... \$1130 to — "	
Malwa Older ... \$1130 to — "	
Malwa V. Old ... \$1130 to — "	
Persian fine quality \$950 to — "	
Persian extra fine \$880 to — "	
Persian New ... \$1182 to — per chest.	
Persian Old ... \$1152 to — "	
Bamboo Old ... \$8 to — "	

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Kobe for this port via Nagasaki and Shanghai on Friday, the 14th April at daylight, and is due here on the 26th April. Her mails have been transferred to the M. M. str. *Tonkin*, due here to-day.

THE FRENCH MAIL.

The M. M. str. *Dunleavy* left Singapore on Tuesday, the 11th April at 1 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Zoep* left Colombo on the 15th April, p.m., and may be expected here on Wednesday, the 26th April.

THE CANADIAN MAIL.

The C.P.R. str. *Empress* of Japan left Vancouver on Monday, the 10th April, p.m., for Hongkong via the usual ports of call.

MERCHANT SHIPS.

The C. & M. str. *Bindu* left Manila on the 15th April at 10 a.m., and is due here to-day at 3 p.m.

THE P. & A. str. *Numentia* left Portland on the 16th Inst., and is due here to-morrow.

The J. C. J. Lijn str. *Tijana* left Kobe via Kuchibotzu and Amoy for this port on the 27th April, and may be expected here to-morrow.

The Shell Line str. *Prima* from Midland and London, left Singapore on the 23rd April, and is expected here on Wednesday, the 19th April.

The O.S.S. & C.M. str. *Tydeus*, from Pacific ports, is due to leave Moji on 14th inst., for Shanghai and Hongkong, and is due here on the 23rd inst.

The A.A. steamer *Claverburn* left New York on the 23rd Feb., and is due here on the 25th April.

The steamer *Hindustan* left Singapore on the 8th April for Manila and Hongkong.

The Boston S.S. Co.'s str. *Tremont* sailed on the 6th April from Kobe for Meiji and Hongkong.

The str. *Doggerbank* left New York on the 29th March, and is due here on the 29th May.

The Boston Tow Boat Co.'s str. *Lynx* arrived at Yokohama on the 5th April.

The P. & A. str. *Arabia* sailed from Portland on the 1st April, and is due here on the 3rd May.

Ideal Milk

Enriched 20 per cent.
with Cream.Sterilized—Not Sweetened.
A Perfect Substitute for Fresh
Milk.HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
S.S. "POWAN," 2,333 tons, Captain R. D. Thomas.
S.S. "FATSCHAN," 2,260 tons, Captain W. A. Valentine.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSAN," 1,998 tons, Captain W. E. Clark.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table). Departures on Sunday at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Round trip takes about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

16, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

17

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 626

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.20 a.m. ... Every 15 minutes.
8.30 a.m. to 8.50 a.m. ... Every 10 minutes.
8.30 a.m. to 11.45 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
2.15 p.m. to 2.15 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. ... Every 1 hour.
8.45 p.m. & 9.00 p.m. ... SATURDAYS.
Extra cars at 11.45 p.m. and 12.45 p.m. BUNDAYS.

TIME TABLE.

WEEK DAYS.

5.00 a.m. to 9.00 a.m. ... Every 15 minutes.

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